

SAILOR PRINCE HIGH ALOFT

WILHELM SEES NEW YORK FROM THE SINGER TOWER.

He Climbs to Twenty-ninth Story Only and is Glad to Find There a Swedish Engineer Who Helped Design Sky-scraper—Visits a Sick Sailor in Hospital.

Wilhelm, Duke of Södermanland, started yesterday with a trip to the bedside of a sick Swedish sailor and ended it by applauding ragtime songs at Sherry's. Sandwiched in between were a trip down the Bowery, a visit to the twenty-ninth floor of a half finished skyscraper and a banquet given in his honor by John Aspergren, president of the Swedish Chamber of Commerce.

After having shot the chutes at Coney on the night before it was hardly to be expected that the Prince would get through the day's programme without at least exasperating the bicycle cops who are looking for auto speeders. One of the policemen stopped the Prince's machine while he was on his way to the sick sailor in Roosevelt Hospital and warned the driver to be careful.

John Anderson Pearson, an able seaman on the Prince's flagship, *Fylgia*, is the man who is laid up in the hospital. He fell overboard from the *Fylgia*, which is anchored off the foot of West Eighty-fourth street, late Wednesday night. He was in the water for several minutes before he was rescued. He was taken to Roosevelt Hospital unconscious, and the doctors have not been able to bring him entirely to his senses yet. His case was complicated by slight pneumonia.

The Prince expressed a desire to visit the hospital as soon as he heard of the accident yesterday morning. It was, however, after 1 o'clock in the afternoon when he got under way from the hotel. His morning hours had been taken up by his correspondence.

Pearson was in public ward 2 with about twenty-five other patients. The Swedish Minister, Herman de Lagercrantz, accompanied the Prince to the ward. As his Highness stepped into the room filled with the cots he bared his head, and walking on tiptoe followed the order to one corner, where Prof. Walter B. James, one of the consulting physicians, was waiting.

The Prince stopped at the foot of the cot. "Pearson," said he in Swedish, "do you know me?"

The head of the sick man moved, but his eyes were expressionless.

"Don't you know me, Pearson, I'm the lieutenant?" the Prince said again, bending down closer to the blond head. The man moved again, but made no sign of recognition.

"He does not recognize you," said the doctor.

"What can be done for him?" asked the Prince.

"I am just about to give him a hypodermic injection," said Dr. James. The physician suited his action to the words and the Prince, his whole bearing betraying the interest he took in the patient, watched the operation. The Prince, while the doctor was working over the Swede, accidentally looked up against a cot near by. He turned around and a boyish face, pale and drawn, peeped at him over the top of the coverlet.

This was James McLaughlin, 11 years old, of 46 West End avenue, who is in the hospital with stomach trouble.

"What ails you, boy?" said the Prince.

"My belly aches," replied the youngster.

"How long have you been here?" asked the Prince.

"A long time," the lad replied.

"Well, I hope you are better soon," said the royal Swede.

"Thank you, sir; I hope so, too," was the boy's reply.

Returning again to the able seaman's cot the Prince ordered that a new suit of clothes be sent to the hospital for him.

"I am very much concerned about this case," said the sailor Prince, as he is known among his countrymen, "and I wish you would tell me if there is any danger of death."

"There is danger," the doctor replied, "the man's left lung is affected, but we hope to be able to pull him through."

"Well, I would greatly appreciate it," said the Prince, "if you would send me news twice a day of the sailor's condition."

The doctor ordered this to be done. Wilhelm, it was said, had known Pearson ever since the Prince began his career in the navy, but he had never had both the sailor and his son in the hospital.

From the hospital the Prince went in the automobile through Fifty-ninth street to Broadway, down Broadway to Twenty-second street, then over to Fourth avenue and down the Bowery. Many along the sidewalks recognized the slender young man with the big Panama hat and waved greetings. In return he doffed his hat.

The Prince was greatly interested at first in the Bowery, but by the time he had got to Grand street he cared to see no more.

"The people here seem to be unhappy," said he. "Everything is noise and confusion; it is depressing. Let us go on another street."

The driver of the machine accordingly turned west into Grand street and then into Centre. The machine stopped for a few seconds in front of the Tombs and against the entrance to the Brooklyn Bridge.

It was 2:30 P. M. when the Prince and his party, including Minister de Lagercrantz and his wife, Commodore Lindberg, commander of the *Fylgia*, and Capt. Klercker, the Prince's naval aide, arrived in front of the Singer Building in course of erection at Broadway and Liberty street.

The Prince's aide had telephoned to the Singer company shortly before noon asking permission to go up on the structure. His Highness, the aide said, was greatly interested when he heard that this new skyscraper was to be the tallest in the world and he expressed a desire to view New York from it. The Prince's idea was that he could get a better idea of the immensity of the city in that way than he could by any amount of sightseeing.

The contractors who are putting up the giant began preparations at once for the royal visit. The dirty elevator in the centre of the building which runs now to the

FOUGHT ENRAGED FATHER.

Bellevue Hospital Had to Subdue Neiman—Chauffeur and Attendants His Daughter.

Physicians and attendants at Bellevue had to fight with an enraged father last night in the reception room of the hospital to prevent him from doing injury to Andrew L. Bender, a chauffeur, who had run over and seriously injured his daughter earlier in the evening. After a rough and tumble encounter on the floor John T. Neiman, the father, was subdued and Bender was hurried to a police station under arrest.

Bender lives in Tarrytown, and is employed by the Maxwell-Briscoe Company, which has a garage at 317 and 319 West Fifty-ninth street. He is considered an expert driver. Last night he was taking a big red touring car containing two women east through Twenty-fourth street. Just opposite her home, at 404 East Twenty-fourth street, Annie Neiman, 13 years old, was playing hide and seek with some companions. She jumped from behind a barrel as Bender's car was passing at moderate speed and was thrown down and over by one of the wheels.

The women in the car told the chauffeur to take the injured girl to the hospital. They got out and hurried to the elevated station where Bender picked up the girl and started to take her with him to Bellevue. A crowd, which had quickly gathered, followed him on the run.

When Dr. Gordon Lindsay, who attended the girl at Bellevue, told Bender that she was seriously injured internally the man fainted on the floor of the reception room. Just as he was restored to consciousness Neiman, the girl's father, rushed in very much excited. Then the struggle took place. Policeman Griffin of the East Thirty-fifth street station, stationed at the prison ward of the hospital, hurried to the reception room in time to help subdue the excited Neiman. Bender was then locked up at the East Twenty-second street station. The girl will probably recover.

NEW PUBLIC PRINTER.

Whose Resignation May Be Requested.

WASHINGTON, Aug. 29.—It is said here that the President is likely to appoint Oscar J. Ricketts Public Printer to succeed Charles A. Stille, whose resignation from the office, by request, is believed to be assured. Mr. Ricketts was formerly foreman of printing and public printer at interim, but went out under the Stille regime. He is thoroughly familiar with the affairs of the big printing office and is, it is said, likely to land the job for him.

Representative Sherman, chairman of the Republican Congressional Committee, is reported to have presented to the President the necessity of asking for the resignation of Mr. Stille, who has made himself unpopular by his management of the printing office and is thoroughly disliked by the unions, which are determined to make a fight upon him, and it is said will carry the issue into the campaign next year if he is not removed.

19 YEARS FOR STRONGARM MAN.

Favor of Politicians Didn't Help John Barry With Judge Whitman.

Judge Whitman of General Sessions made the usual court crowd sit yesterday when he sentenced a strongarm man to Sing Sing for nineteen years and eight months. The prisoner, John Barry, who is known under other names, had been convicted of robbery in the first degree by Judge Jose Medina, a Cuban, over the head with brass knuckles. Barry, a black man, was a gold watch and a diamond ring worth \$275, after he had left him for dead in the road.

Barry is a pickpocket who has been a handy man for certain political leaders. The politicians did not desert Barry when he got into trouble and it is understood that they impudently Judge Whitman to let him off with a light sentence.

When Barry was arraigned yesterday his counsel made a speech saying that there was doubt in his mind of Barry's guilt, although he had been convicted by a jury. The lawyer said that while the police had made out a strong case, yet he felt that justice would be served by Barry's release in the Elmira Reformatory.

"But of course that is within the discretion of the Court," added the lawyer.

"The sentence of the Court," said Judge Whitman, "is that the prisoner be confined for nineteen years and eight months in Sing Sing. Next case."

NO STAMPED ENVELOPE SUPPLY.

Post Office Can't Fill Orders Owing to a Change in Contractors.

Uncle Sam's stamped envelopes and wrappers, upward of 3,000,000 a day, are made at Dayton, Ohio, instead of Hartford, Conn., and the change has ordered a lot of people who ordered recently large quantities of stamped envelopes or wrappers and didn't get them on time.

A firm which dealt extensively in stocks and bonds ordered on June 27 from the New York Post Office a quantity of stamped envelopes of the two-cent variety and he got them yet. One of the members of the firm wrote sarcastically to THE SUN about it.

"Through your valuable paper," the letter read, "cannot you force legislation in such a way as to have the United States Government dominated over by a utilities commission?"

"The Government is acting in restraint of trade," it could seem to us, which almost deserves criminal prosecution, in making it impossible for letters to be sent through the mail.

"We presume that the Government is so busy purifying the morals of all the corporations that they have been a little pressed for time in laundering their own vestments. Don't you think so?"

Postmaster Morgan explained yesterday that the order referred to was never received, and that the fault in that particular case did not lie with the Post Office department. Other delays in filling orders for stamped envelopes and wrappers are explained in this way by A. L. Lawah, the Third Assistant Postmaster-General.

The contract for supplying stamped envelopes and wrappers was awarded on July 1 to the Mercantile Corporation, Dayton, Ohio. To meet the requirements of the Department the plant and its machinery were installed in less than three months, and it was expected that in the beginning of operations under the new contract there would be more or less imperfect work, delay and some mistakes. Such things are inevitable in the handling of an output of envelopes and wrappers.

The Third Assistant Postmaster-General explains also in a circular letter to postmasters that the new contractor is making every effort to make deliveries promptly.

MR. FISH IS KEEPING MUM

While Mr. Harahan Makes Remarks at Long Distance.

His Dignity, However, Forces Him to Silence About Certain Occurrences—Harriman People Know What Those Resolutions Contain, but They're Not Talking.

Stuyvesant Fish refused again yesterday to give out the resolutions which he attempted to present at the Illinois Central meeting Wednesday and which led President Harahan to bring on himself a thrashing at Mr. Fish's hands. The resolutions, which were intended, would be presented at the annual meeting of the Illinois Central stockholders.

A copy of them is in the hands of one of the Illinois Central officials who is under Mr. Harriman's influence. It is not expected that they will be divulged from this source, but there are reasons to believe that the stockholders will be informed of the substance of them before the annual meeting.

It became known yesterday that not only Robert Walton Goetz, but also Charles A. Peabody and Walther Lutgen left the board meeting at about the time Mr. Harahan indirectly attacked Mr. Fish's veracity. They had business at another board meeting, it was explained, and also had no desire to remain as witnesses of the hostilities.

Mr. Fish's statement, it was said on the authority of one of the Harriman directors, contained much more than a charge that the road was being conducted in the interest of the Harriman lines rather than in that of the Illinois Central stockholders.

Among these other charges are accusations affecting the financial management of the company in other ways. CHICAGO, Aug. 29.—President Harahan of the Illinois Central, who left New York on the earliest and fastest train after the meeting of the directors on Wednesday, arrived this afternoon. He delivered himself of these remarks:

"On my arrival in Chicago this afternoon from New York I find in the papers articles telegraphed from New York concerning an alleged occurrence reported as having taken place at a meeting of the board of directors held yesterday. These published reports do not state the facts.

"My duty and my honor will not allow me to discuss matters of occurrence considered or taking place at the meetings of the board of directors; nor will my dignity permit me to publicly discuss personal matters further than to deny the reports which undoubtedly emanated from the same source as the reports appearing in to-day's papers, and which have been frequently published, to the effect that the friendship which existed between Mr. Fish and myself was broken just prior to my election as president in November, 1906. The fact is Mr. Fish's actions had severed that friendship several years prior to that time.

"Reports have also been published to the effect that during the long friendship of Mr. Fish and myself frequent promotions were given me through the influence of Mr. Fish. As a matter of fact my connection with the Illinois Central Railroad Company began with my election as second vice-president by the board of directors in 1890, and I continued in that capacity until my election as president by the board of directors in November, 1906."

J. T. COMMOSS A SUICIDE.

A Business Agreement Which He Repudiated Found Him Dead.

Joseph T. Commos, a manufacturer of ornamental flooring, was found dead in the bedroom of his apartments at 913 Longwood avenue, The Bronx, last night. He came home shortly after 9 o'clock last night. His family are away. Later in the evening the tenants on the floors above the Commos apartments complained to Edward Murphy, the agent for the house, about the smell of gas. It was traced to the Commos apartments.

Mr. Murphy and others found the doors leading to the apartment locked, as were the windows. They gained access by climbing up the fire escape and forcing open a window. Mr. Commos was found fully dressed and lying on his bed. Gas was escaping from a jet in the centre of the room. A physician summoned said that he was dead.

That Mr. Commos committed suicide was made apparent by a note he left in which he requested that W. A. M. Watson of Cranford, N. J., and Frederick T. Commos of 29 Broadway be notified of his death. On the bed beside the body was a letter from C. B. Otis of 149 Broadway. The letter was an agreement and read in part:

"In consideration of the sum of \$5,000, Joseph T. Commos gives up all interest in the business of manufacturing ornamental flooring.

The agreement is signed by "Anna Otis" as a witness. On the bottom of this letter Mr. Commos had written:

"The withdrawal is without my knowledge and consent, and therefore null and void."

HAMBURG LINE CUTS RATES

To Mediterranean Ports—Looks Like a Real Rate War.

The steamship rate war broke out in a fresh place yesterday. The Hamburg-American Line announced to other members of the North Atlantic conference and to the Cunard line that its minimum rate after September 1 to Mediterranean ports by the steamships Hamburg and Moltke would be respectively \$30 and \$20. That means a reduction of \$15 by the Hamburg and \$25 by the Moltke.

This is a slap at the Cunard line and practically a renewal of the old fight on Mediterranean rates which was adjusted two seasons ago. The minimum rate of the Cunard line by Caronia and Carmania is \$45, and Verand H. Brown said yesterday he was authorized to make any reduction.

It was hinted that the International Mercantile Marine, controlling the White Star, the Atlantic Transport, the American and the Red Star lines, might be heard from in a few days. There is a distinct impression among shipping folk that a real rate war is on.

Labor Day Service—Atlantic City. New Jersey Central trains for Atlantic City to leave at 8:30 A. M. and 12:30 P. M. and at 8:30 P. M. (2:30 P. M. Sun.). Liberty Bell, 10:00 A. M. and 12:30 P. M. (2:30 P. M. Sun.). Special vestibule train with Pullman, 1:15 A. M. for N. Y. 3:30 P. M. Labor Day—A. D.

COULDN'T STOP LA FOLLETTE.

Senator and Audience Went to Street When School Official Objected to Address.

PITTSBURGH, Aug. 29.—United States Senator Robert M. La Follette of Wisconsin had a tilt with County Superintendent of Schools Samuel Hamilton this afternoon when the Senator arose to address the Allegheny County School Teachers' Association at Carnegie Institute.

The Senator said he had been warned not to discuss party politics, but announced that he would say what he pleased. Hamilton, who introduced the Senator, arose and insisted that politics be eliminated. After an exchange of warm words the Senator began his address on "Representative Government."

Later Hamilton interrupted La Follette while he was telling how the Pennsylvania Senators voted against his amendments to the rate bill and told the Senator he must stop. The audience insisted he should continue and La Follette announced that he would finish his address in the street if any one cared to hear him.

Fully 1,500 people followed the Senator to the steps of Carnegie Institute, where he continued his address for over an hour. He was repeatedly cheered and was urged to give a fuller account of the votes of the Pennsylvania Senators.

AIRSHIP BANGS A SCHOOL.

Caught in a Gale, Knabenshue Machine Landed on Cupola at Toward.

TOWNEVILLE, Aug. 29.—The Knabenshue airship left the exhibition grounds at 12:05 o'clock this afternoon, sailed for half a mile in the direction of the city hall tower and then landed on the cupola of Crawford street school, smashing a portion of the frame and leaving its pilot, Gail Robinson, in a perilous situation.

A rope was taken up to Robinson and he was lowered to the ground. He was pulled down into the schoolyard, where, though downed, he was not hurt. He ascended to about 700 feet. The engine was working nicely and he headed the airship direct for the city hall tower.

He had proceeded about half a mile when the engine stopped and the ship was thrown broadside into a heavy wind which was blowing from the southwest. Robinson got out of the frame and started the engine, but a wind, amounting at that height almost to a gale, was pressing him toward the earth. He turned westerly before the wind and was descending rapidly.

"I saw a long freight train a procession and it seemed as though I was going to drop right on the train," said Robinson after the flight. "I got out my fifty pounds of ballast and rose again. Then I descended right on the cupola of the school building. I had no right to make an ascent in such a wind, but the directors were impetuous and the press equally so. The public was egging them on, and I decided to go up if it was my last day of life."

He declares that he will try the trip again to-morrow.

PRESIDENT BARS AUTOMOBILES.

Has a "Keep Out" Sign Put Up on the Road to Sagamore Hill.

OSTER BAY, N. Y., Aug. 29.—There appeared to-day at the intersection of the main road and the Sagamore Hill drive a brand new sign reading: "Private Road. Automobiles Not Allowed."

Until the present season Sagamore Hill had seldom if ever been reached by a devil wagon. This summer the Government autos which carry the Secret Service guard about established a kind of precedent and official visitors who came in automobiles have been permitted to drive their cars up to the President's house. Sightseers who have had no appointment with the President are allowed to drive through the grounds and around the house, but they do not stop on the way. Many of these come in automobiles, and the Secret Service men have been kept busy explaining why some automobiles are allowed in the grounds while others are not.

The sign, written in letters so large that he who runs a machine may read, is expected to simplify matters, because between 75 and 100 people make the tour of the grounds each day. They are almost without exception out of town visitors.

KING REDUKES VILE SHOW.

English and Americans Follow Him From Variety Theatre to Marienbad.

Special Cable Dispatch to THE SUN. LONDON, Aug. 30.—The Marienbad correspondent of the Standard is responsible for the following description of King Edward's severity as a censor of amusements.

His Majesty passed Thursday with Abbot Holmer of the Monastery of Tople, where he lunched and talked politics with the abbot, who is a member of the Austrian upper house. In the afternoon he rode back to Marienbad in an automobile, and with the Duke of Teck and the members of his suite visited a local theatre, where a variety entertainment was given.

The performance proved to be so scandalous and the songs and recitations so exceeded the limits of decency that the King after hearing a few numbers on the programme left the royal box and the theatre, declaring: "It is horrible. It is appalling."

The Duke of Teck and the other invited guests all followed. Immediately upon the King's departure all the English and Americans present rose and walked out to show they shared the King's indignation. This caused the extraordinary excitement among the crowds gathered outside the theatre.

The manager of the place drove at a late hour to the Hotel Weimar, where King Edward is staying, to offer apologies for the nature of the performance, but it was not known at the time of telegraphing whether he was admitted to the royal apartments.

Consult's Body Found in River.

St. LOUIS, Aug. 29.—The body of Broer Haagaema, Consul at St. Louis for the Netherlands, was found in the Mississippi River here to-day. It is believed that while in a state of mental aberration he had walked into the river.

LABOR DAY SPECIAL. Returning from Atlantic City Monday, September 2, 3:30 P. M. (2:30 P. M. Sun.). Liberty Bell, 10:00 A. M. and 12:30 P. M. (2:30 P. M. Sun.). Special vestibule train with Pullman, 1:15 A. M. for N. Y. 3:30 P. M. Labor Day—A. D.

HUGE BRIDGE FALLS; 75 DEAD

QUEBEC'S \$10,000,000 SPAN DROPS INTO THE ST. LAWRENCE.

The Unfinished Steel Structure Was Swarming With Workmen, Chiefly From Pennsylvania—Disaster Due to Overloading With Material—Many Injured.

QUEBEC, Aug. 29.—The immense new \$10,000,000 steel cantilever bridge which was in course of construction across the St. Lawrence River at Levis, nine miles above the city of Quebec, collapsed late this afternoon, carrying down more than one hundred workmen, for the most part steel workers and riveters.

The collapse of the huge structure, with the great loss of life it entailed, has caused the greatest excitement here and at Levis and it is difficult to get correct details. It is thought that the loss of life will be at least seventy-five.

Only a few of the big corps of workmen who were engaged in various duties escaped. The collapse is thought to have been due to the overloading of the superstructure with bridge materials. It occurred at an hour when the workmen were all in their places, preliminary to finishing the work for the day.

When the fall of the giant structure came the great sections of structural work with which it was being built prevented many of the workmen from drowning in the St. Lawrence River. Those who were not stunned by the terrible tumble from the superstructure seized the girders which while resting on the river bottom projected above the surface and were taken off by boatmen.

Only a few of the dead and of those fatally hurt were residents of Quebec. The men were all employed by the contracting firms which are building the structure, and most of them live in the United States. Many of them were from Pennsylvania.

The contractors' offices on each side of the St. Lawrence at the point where the bridge fell were the first to send the news of the accident to Quebec. There are no hospitals in the immediate vicinity of Levis, and few physicians could be obtained.

The bridge was being built by the Quebec Bridge Company, a local concern, and its construction was started three years ago. The steel work, which was the feature of the bridge, was being done by the Phoenix Bridge Company of Phoenixville, Pa. The contractor for the masonry was M. P. Davis, one of Canada's biggest contractors. Only the men employed by him were Canadian, and but few of them were on the bridge at the time of the catastrophe.

The steel work of the middle span, which was to be 1,800 feet long, and the longest in the world, had not been started yet.

Late details of the disaster show that the collapse was caused by the giving way of the anchor or first cantilever span of the bridge. The span carried the structure almost half way across the river to the point where the long middle span, which was to be the longest in the world, was to begin.

It is said at Levis to-night that labor troubles which have caused trouble among the steel workmen on the bridge for a long time may have had something to do with the collapse, although it is difficult to believe that such a terrible disaster could have been deliberately planned and accomplished.

The big span which collapsed went without the slightest warning to the hundred or more workmen who were on it at the time and toppled over into the water a hundred feet below like the frailest kind of a structure.

It wasn't long after the bridge fell that it became dark and then the work of rescue, which had barely been begun, had to be almost abandoned because there was absolutely no light for the rescuing party to work by. A big bonfire was built along the river, but it didn't furnish enough light to help much.

The officials, including the Coroner, who hurried to Levis when the news was sent out, were apparently unable to reach any idea of what was expected of them. The Coroner speaks no English, and the contractors who were doing the steel work were not willing to give out the least bit of information.

From the flickering glare of the bonfires along the shore many bodies of the victims could be seen floating on the surface of the river, but the rescuing party had its hands full to bring up many of the corpses swept on down the stream.

Up to 10 o'clock to-night about a dozen bodies had been recovered. A few injured men were taken out of the water half drowned and rushed to the Levis Hospital, where at a late hour there were a dozen victims. Many of them cannot live.

There is no doubt that the Canadian loss of life is not serious, for the only workmen outside of the steel workers from Phoenixville, Pa., who were employed on the span were Canadian Indians. It is hopeless to attempt to get even a partial list of the dead, for the search for more bodies has been regarded as of more importance than the identification of those already found.

The fact that the Levis side of the river can only be reached by a drive of nine miles by team and pack trail, and that so far Quebec has done almost nothing to aid in the rescue work.

Many workmen pulled out of the river alive could have been saved if there had been physicians at the scene to resuscitate them. As it was they died before they could be taken to the small hospital at Levis.

The collapse of the bridge is a big blow to the harbor of Quebec, as it was expected that it would be finished next year. It was to have linked the New England railroads directly with Quebec, and was expected to bring the city in much closer touch with the cities of New England and the Atlantic coast.

The steamer Glenmont had just cleared the harbor when the first section fell. The water thrown up by the debris flew over the bridge of the steamer. The captain immediately lowered boats, which were rowed backward and forward over the sunken wreckage for half an hour. But there was no sign of life.

Noel Wins by 2,002 Votes.

JACKSON, Miss., Aug. 29.—According to figures given out by the Democratic State committee, which met to-day, Noel defeated Brewer for the nomination for Governor by 2,002 votes. The total vote was 114,612.

After all, BREWER'S was the stealer that made the highest famous—A. D.

FALLS 1,500 FEET AND LIVES.

Aeronaft Falls to Cut Away Parachute and Comes Down With Empty Gas Bag.

NEW BEDFORD, Mass., Aug. 29.—"Professor" Maloney fell 1,500 feet with a balloon at the fair grounds in Barnstable to-day. He struck a fence post and his back was badly lacerated and his left arm broken, but he is expected to live.

A crowd of several thousand at the county fair were watching Maloney. After rising 2,000 feet above the earth he was seen to be preparing for descent, but he failed to cut the parachute away. For two miles Maloney floated, the box air gradually leaking from his balloon. Suddenly the canvas bag collapsed and fell about the aeronaft's body. Thus wrapped up and unable to see, Maloney fell to earth.

He struck a fence post some distance from the fair ground and a number of motorists, among whom was Gov. Guild, hurried to aid him.

SECY ROOTS TRIP TO MEXICO.

Will Leave Washington on Sept. 25 and Will Reach the City of Mexico on Sept. 30.

WASHINGTON, Aug. 29.—According to the itinerary of Secretary Root's trip to Mexico announced to-day, he will leave Washington aboard the private car *Sigat* at 3:40 on the afternoon of September 25, arriving at St. Louis at 7:10 the following day. From there he